



## 81<sup>st</sup> Neighborhood Meeting Summary

### Executive Summary

The Idaho Department of Transportation (ITD) was asked by property owner Sharon Nixon to hold a neighborhood meeting for the 81<sup>st</sup> Street N. area because some residents apparently did not receive notification for the Open House held Sept. 5. Sharon walked door-to-door and invited approximately 80 of her neighbors to attend to find out more about a concept alternative shown in the area of 81<sup>st</sup> Street. Sharon asked that the meeting be held at Fairview Elementary School in the late evening to allow for people, particularly those who work at the Idaho National Laboratory (INL), to be able to attend. ITD did not publicize the meeting at Sharon's request so the focus would remain on 81<sup>st</sup> Street N.

Participants were asked to sign in at the door and ITD recorded 96 attendees. Attendees were given an agenda, comment form, and handout of the concept alternatives shown at the Sept. 5 Open House. Some attendees had to share the alternatives handout because the team ran short. *Copies of the sign-in sheets, with addresses and phone numbers redacted, are located in Appendix A and copies of the handouts are included in Appendix B. Comments received are included in Appendix C.*

### Meeting Format

The meeting included an open house format between 7 p.m. and 7:30 p.m. with ten (10) display boards set up along the perimeter of the room. Large maps of the study area were placed on a tables adjacent to the display boards. Comment forms were available on tables in the center of the room. The display boards included:

- Welcome and Purpose of the Meeting
- Background
- Area Map
- Planning and Environmental Linkages (PEL) Study

### Neighborhood Meeting

Nov. 8 5, 2018

7 p.m. – 9:30 p.m.

Fairview Elementary School Gym  
979 E. 97<sup>th</sup> N.  
Idaho Falls, Idaho

### Study Team:

- Ryan Day, ITD Project Manager
- Karen Hiatt, ITD Engineering Manager
- Megan Stark, ITD Public Involvement
- Tracy Ellwein, HDR Project Manager
- Kelly Hoopes, Horrocks Deputy Project Manager
- Stephanie Borders, HDR Public Involvement
- Ben Burke, Horrocks Traffic Engineer



## 81<sup>st</sup> Neighborhood Meeting Summary

- Purpose and Need
- Level Of Service
- Existing Weekly Conditions
- 2045 No Build Weekly Conditions
- Schedule
- Get Involved

*A copy of the display boards is included in Appendix F.*

At approximately 7:40 p.m., ITD and HDR gave a Power Point presentation about the current status of the study and answered questions from attendees. The session lasted until 9:45 p.m.

*A copy of the presentation is located in Appendix D and notes from the Q & A session are located in Appendix E.*



## Appendix A

### Sign-in Sheets

(Names omitted to protect privacy)



81<sup>st</sup> Street Neighborhood Meeting  
7 p.m. – 8:30 p.m.  
November 8, 2018  
Fairview Elementary School  
979 E. 97<sup>th</sup> N.  
Idaho Falls



Your Safety • Your Mobility  
Your Economic Opportunity



As a federally funded project, the Idaho Transportation Department will monitor attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Name (Please print or write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes
Brad London				
Jeanine London				
Sharon Neff				
DAMOND WATKINS				
Fred Olson				
Nola Sargent				
Kim Smith				
Loraine Mire				
Erica Richardson				
Shawna Adams				



10



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Name (Please print or write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes
Patti Foster				
Aruta Ogden				
Melinda DeVoe				
Glenn DeVoe				
Mike Hendrickson				
David Plazier				
VAL KOSTER				
Gary Messenger				
PAT Bonebright				
Lori Plazier				



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Loraine Mire				
Erica Richardson				
Shawna Adams				



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Name (Please print or write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes
12 Matt Hyde				
Douglas Wagoner				
Calvin Trane				
BLAKE FORD				
Norma Ford				
Nancy + LaRalph Christens				
Eileen Bird				
Connie Mike Town				
Shirley Gentry				
Shauna Johnson				



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Name (Please print or write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes
Dan Ogden				
Judie Beck Floyd Beck				
Roger D. Sawyer				
Clarence Cliven Woolstenhulme				
Phyllis Delgado				
Ken Stueve Karen				
Doug Gnetting				
Ron Hult				
Tom Jensen				
Amy & Andy Beasley				





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Name (Please print or write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes
Corey & Vicki Leutham				
Pat & Maru Olson				
Larry & Janey Trop				
Myrtle Siefken				
Ben Meyer Michelle Meyer				
Justin & Melissa Nichols				
Tom Little				
Doug & Rita Dempsey				
Todd & Shannon Ricks				
Matt Meng				



12



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Name (Please print or write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes
Sheila Purser				
Susan Hindman				
Sadie Gruker				
Talitha Cramer				
James Thomason				
<del>Olaviso</del> John & Callie				
Melenna Creager				
Marie Creager				
Glea Heng				
Bob & Brenda Shurley				

9



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Name (Please print or write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes
Lynn & Marcy Aeschbacher	208-251-	1941 E 91st		
Rich & Theresa Dixon				
Thomas Lillo				
Myron Creager				
Inken Grant				
C. Ladd Holmanist				
Greg Housley				

9



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Name (Please print or write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes
Doyle Batt				
Katie Jones				
Kathryn Anderson				
Linda Sommer				
Tommy & Tiffany Walker				
Clayton & Natalia Hansen				
Roddy Waters				

3



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Name (Please print or write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes
Chad Bare				
Sherni Harva				
Michelle Walton				



## Appendix B

### Handouts

- Meeting Agenda
- Universe of Alternatives





# Welcome to the I-15/US-20 Connector 81<sup>st</sup> Street Neighborhood Meeting

## Agenda for Tonight's Meeting

Thank you for attending. Here's what to expect:

- After signing in, please take a look at the display boards from the Open House meeting held Sept. 5, 2018. Project staff are available to answer your questions.
- At 7:30 p.m., ITD will give a short presentation about the project, followed by a Question and Answer (Q&A) session.
- If you'd like to ask a question, please put your name and question on the tear off portion of this agenda and put it in the Q&A jar. Project staff will pull the questions from the jar.
- The meeting will adjourn at 8:30 p.m.
- Please fill out a comment form and leave it in the comment box or mail it to ITD within two weeks of the meeting.

## There are several ways to get and stay involved in the I-15/US-20 Connector study:

- Fill out a comment form tonight
- Email us at [I-15US20Corridor@itd.idaho.gov](mailto:I-15US20Corridor@itd.idaho.gov)
- Go to the project website at [i15us20connector.com](http://i15us20connector.com) to:
  - Sign up for email updates
  - Check our event calendar for community events and future meetings
- Follow ITD on Facebook, Twitter, and YouTube!



Scan this QR code with your smartphone camera to visit the project website



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If you'd like to ask a question, please put your name below, tear off this section, and put it in the Q&A jar.

Name:

---

*please print clearly*



# Universe Alternatives

Neighborhood Meeting

November 8, 2018



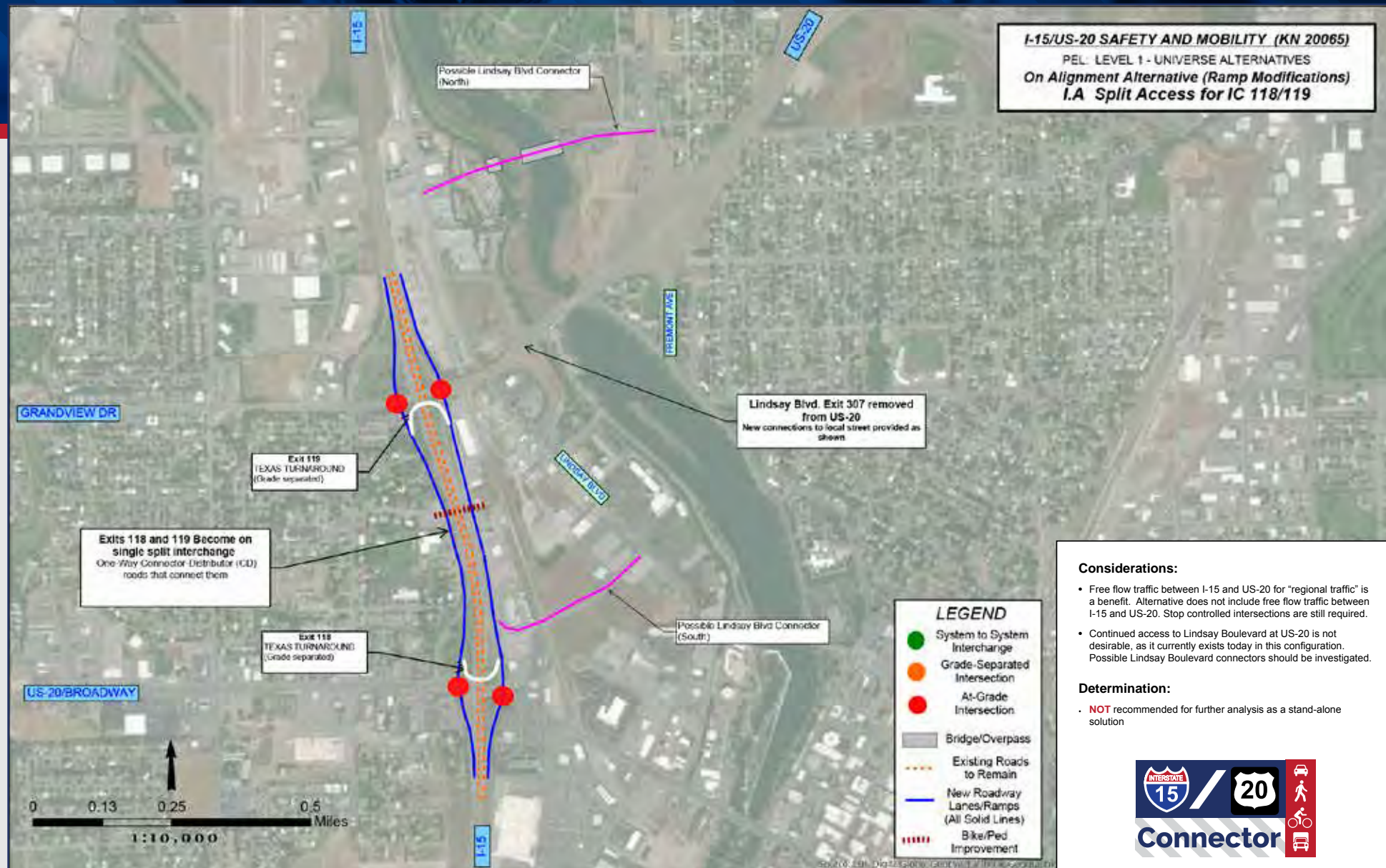
The goal of the meeting is to share concept-level alternatives and gather your feedback on those alternatives.

Please review these alternatives, talk with the project team, and fill out a comment form.

You can also fill out a comment on the website using this QR code or by going to <http://i15us20connector.com> and choosing the Get Involved tab.



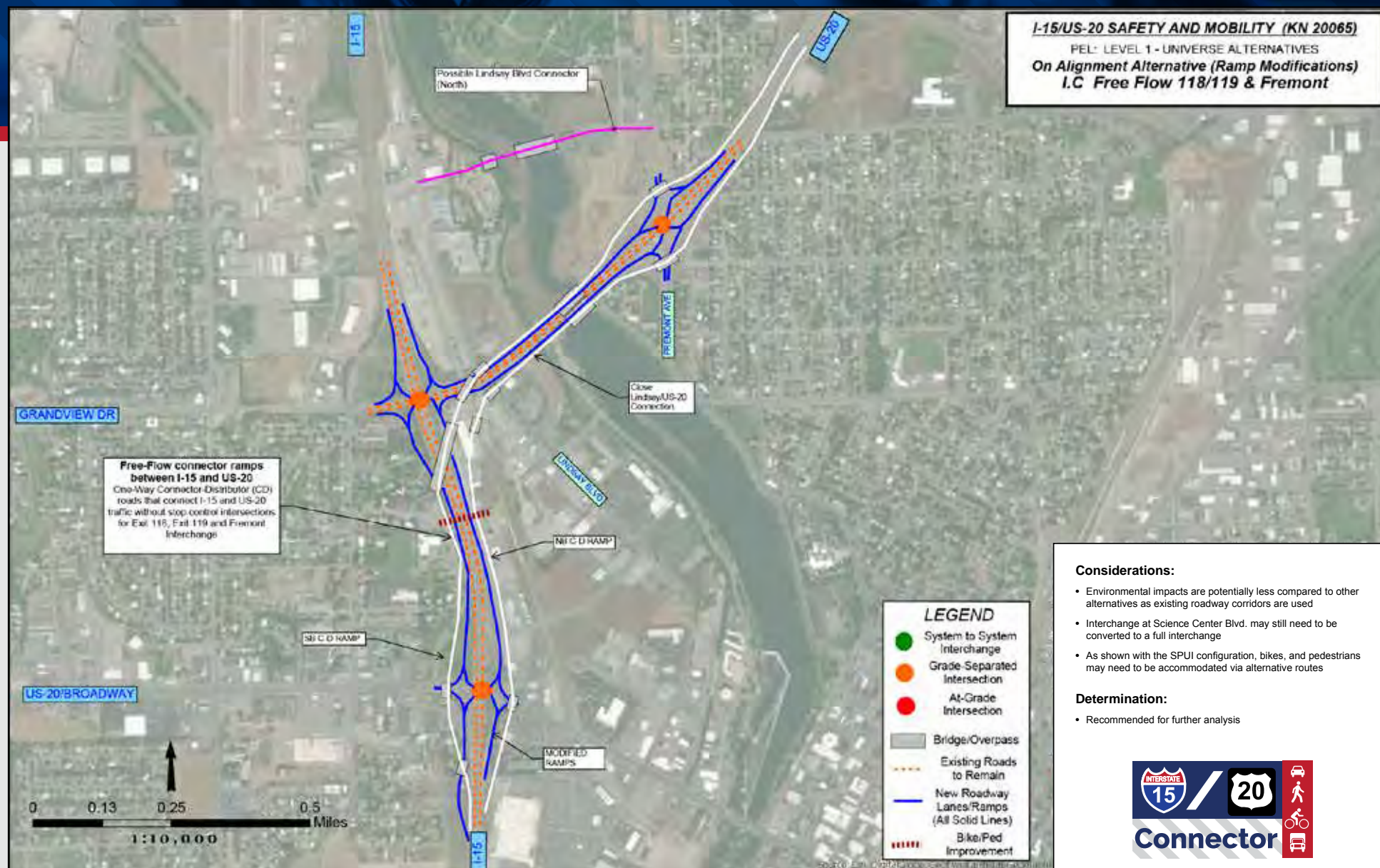




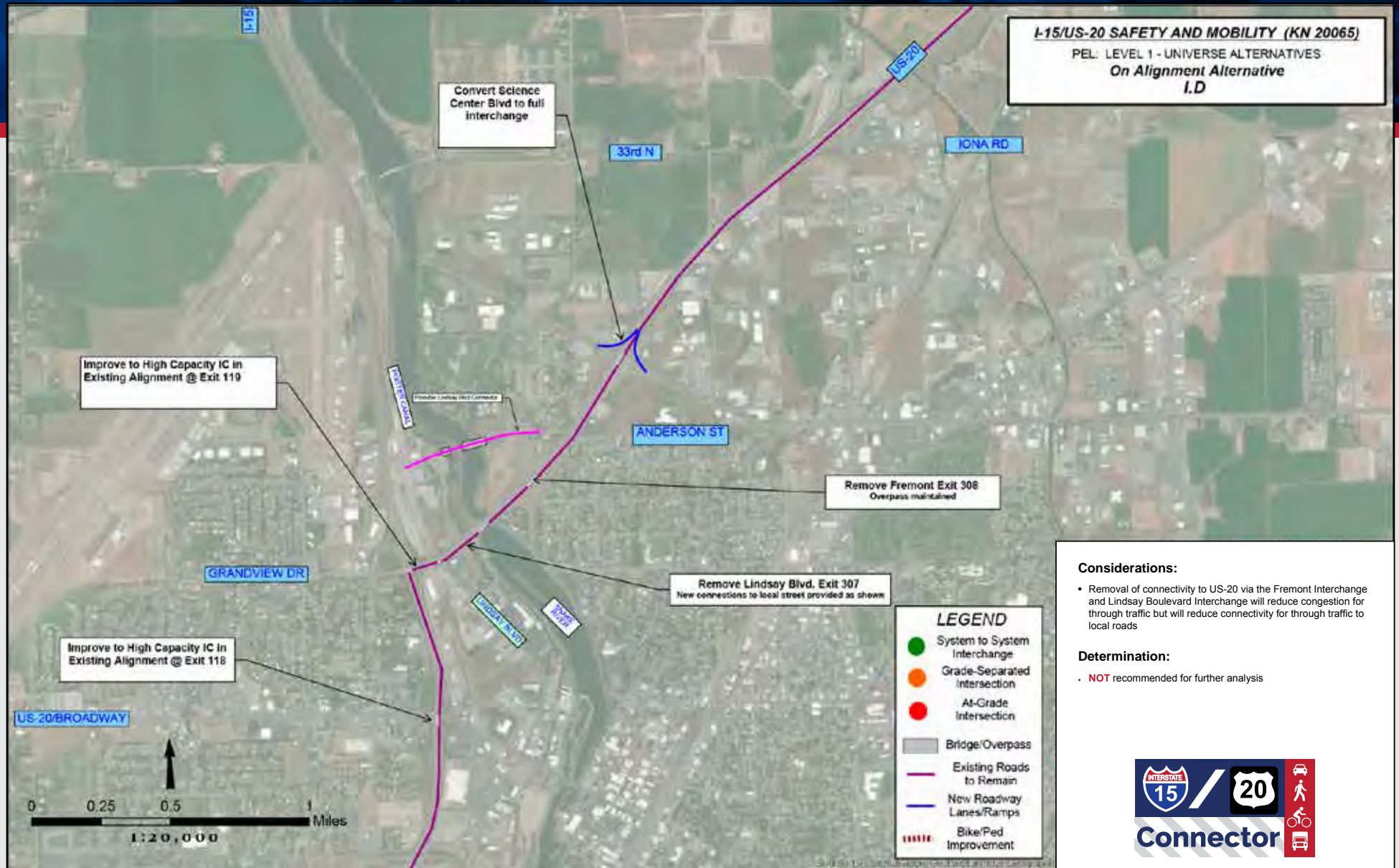








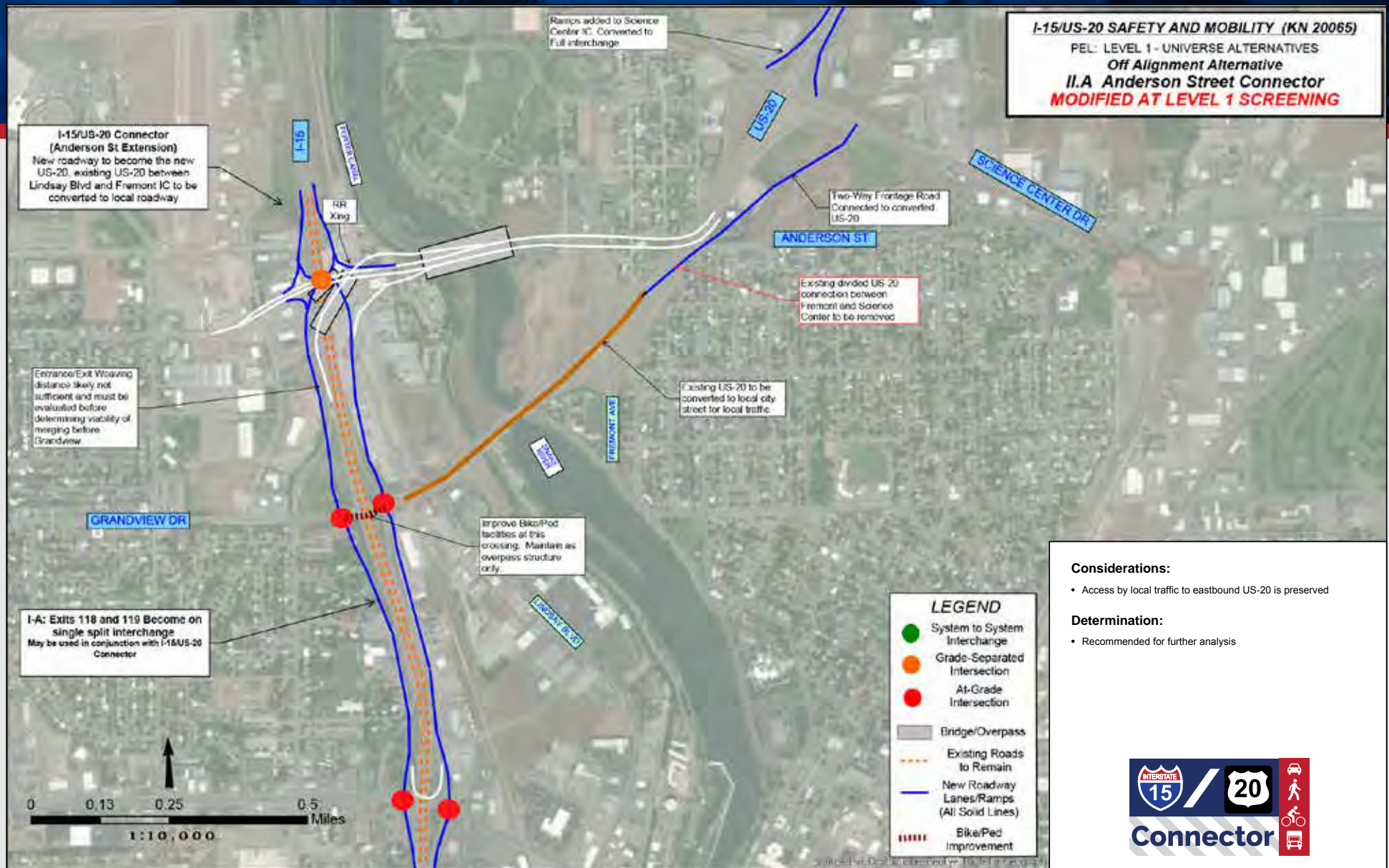




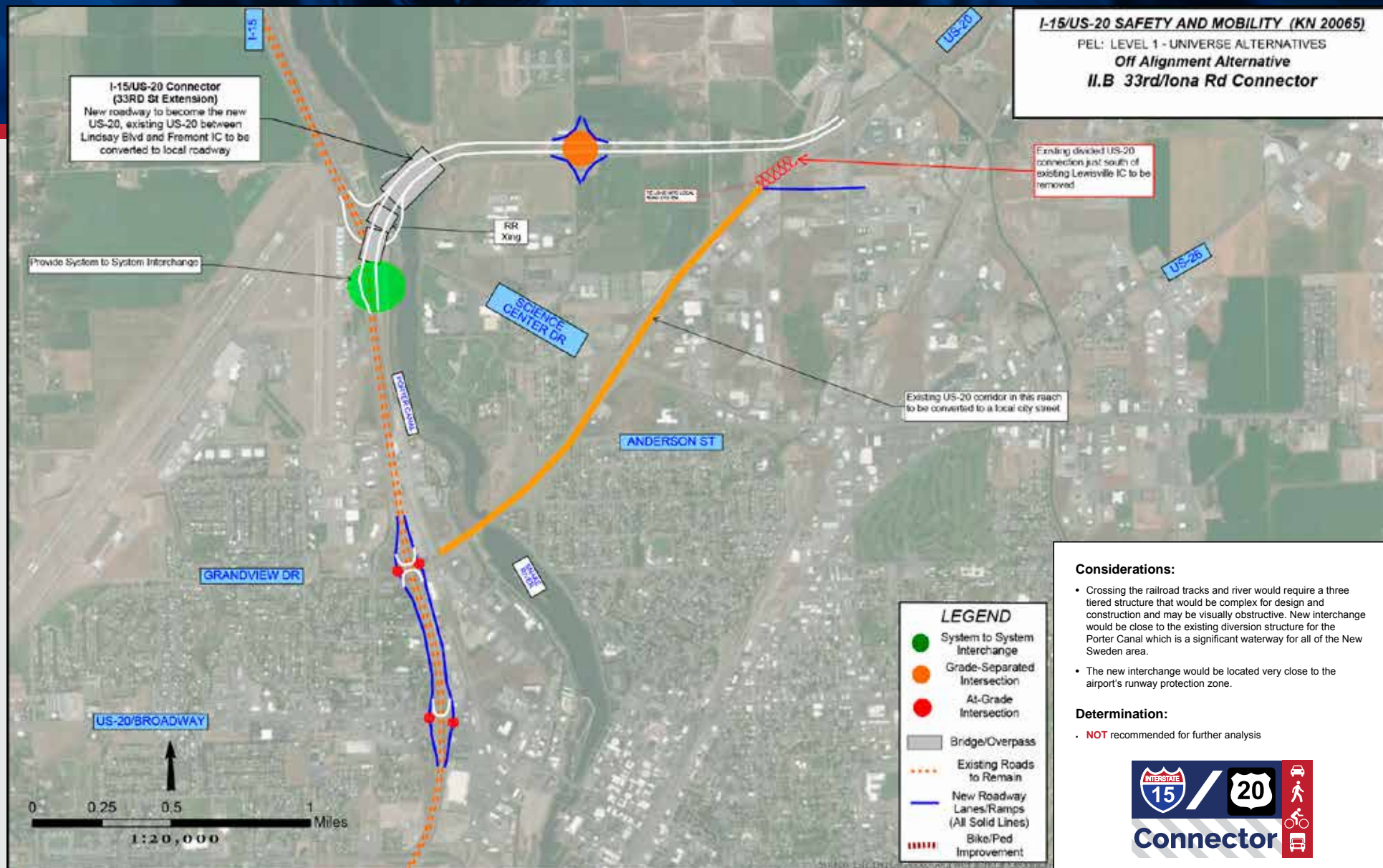






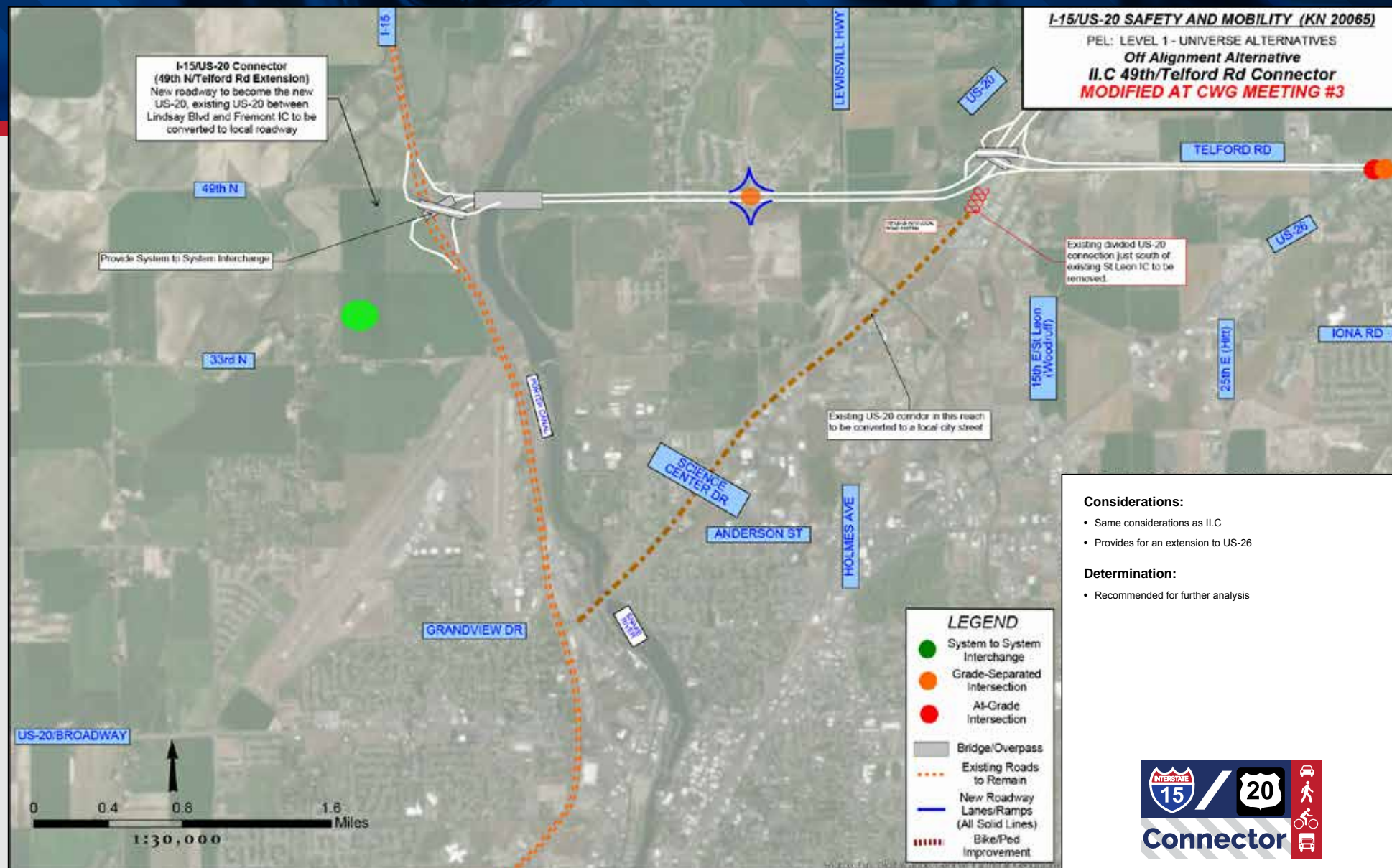


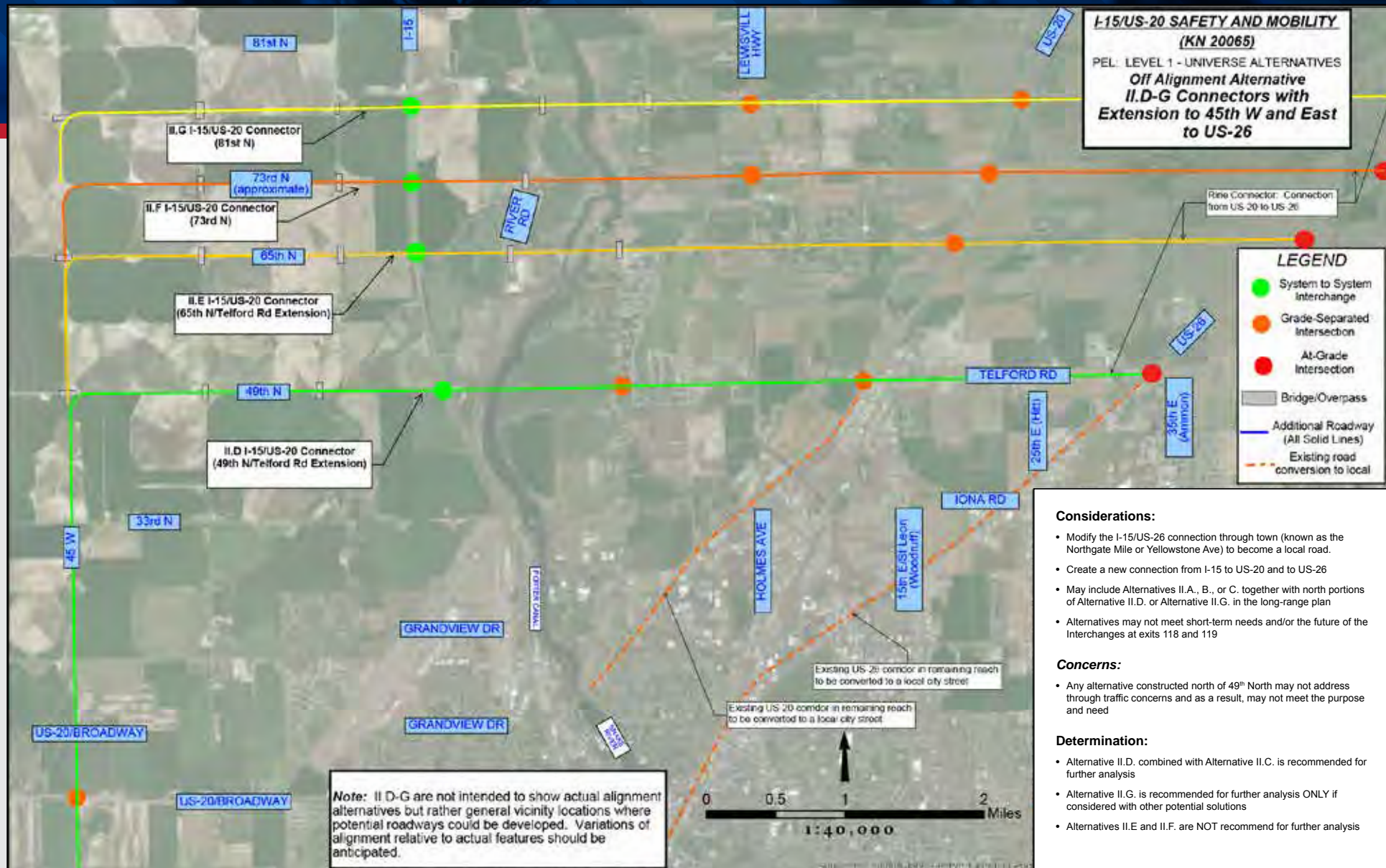








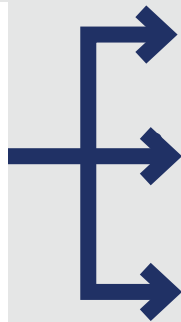








There are several ways to get and stay involved in the I-15/US 20 Connector study:



Fill out a comment form tonight

Email us at **I-15US20Corridor@itd.idaho.gov**

Go to the project website at **i15us20connector.com** to:

- » Fill out a comment form
- » Sign up for email updates
- » Check our event calendar for community events and future meetings

Follow ITD on Facebook and Twitter and YouTube!







## Appendix C

### Comments

(Names omitted to protect privacy)



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Idaho Falls



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LEAVE COMMENTS, MAIL OR EMAIL BY NOVEMBER 26, 2018 TO:

ITD District 6  
ATTN: Megan Stark  
206 North Yellowstone Highway  
PO Box 97  
Rigby, ID 83442-0097  
megan.stark@itd.idaho.gov

*Thank you for attending tonight's neighborhood meeting. Your comments are important to us.  
Please print or write as clearly as possible. Thank you.*

**Please share any suggestions/comments you have about the study or the concept (Level One) alternatives.**

- Expand existing roadway, express / free flowing lane
- Elevate roadway to alleviate future congestion
- remove Lindsay Blvd.
- 4 lanes both ways? I-15 / US-20 Both
- Take what is already there? fix / expand
- Just decide on what we want? move on
- Use Salt Lake as solution

**Is there anything else you'd like us to consider as we continue the study? If so, please tell us:**

- continue comments on side 2-

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

Name:

**Address - City, State, ZIP:**

**Email:**

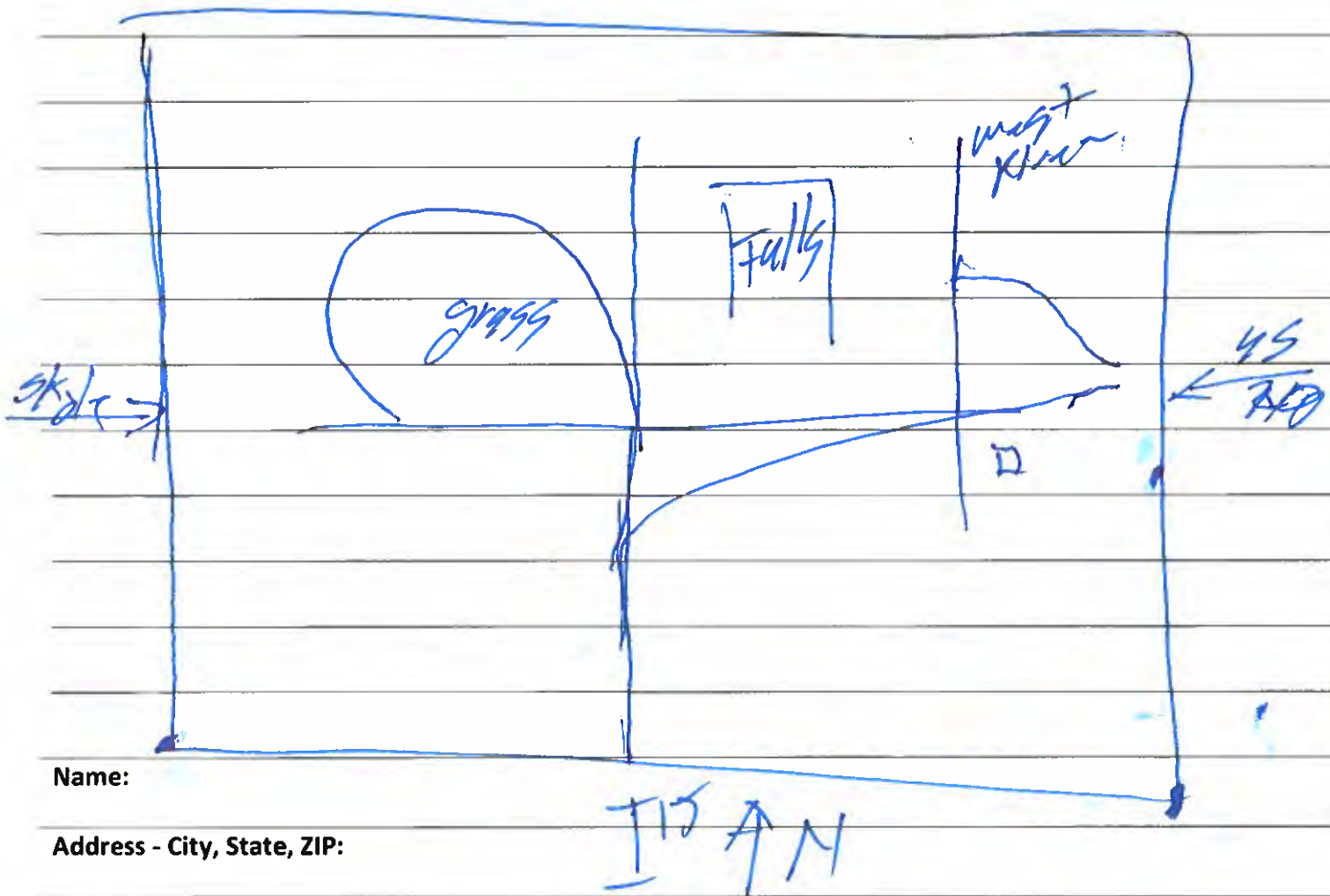
**Phone:**

**LEAVE COMMENTS, MAIL OR EMAIL BY NOVEMBER 26, 2018 TO:**

**ITD District 6**  
**ATTN: Megan Stark**  
**206 North Yellowstone Highway**  
**PO Box 97**  
**Rigby, ID 83442-0097**  
**megan.stark@itd.idaho.gov**







Name:

Address - City, State, ZIP:

Email:

Phone:

LEAVE COMMENTS, MAIL OR EMAIL BY NOVEMBER 26, 2018 TO:

ITD District 6  
ATTN: Megan Stark  
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206 North Yellowstone Highway  
PO Box 97  
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megan.stark@itd.idaho.gov

*Thank you for attending tonight's neighborhood meeting. Your comments are important to us.  
Please print or write as clearly as possible. Thank you.*

Please share any suggestions/comments you have about the study or the concept (Level One) alternatives.

*I believe any of the plans to separate US-20 traffic from I-15 will do. I especially like making separate lanes of traffic like in plan IC as it seems to affect less property & use existing structures.*

*I would suggest partnering with The INL to build a high speed train out to the site & in town to further alleviate traffic. As an INL employee, this would provide faster travel & not use buses. It should provide better transportation considerations for the community & decrease congestion.*

Is there anything else you'd like us to consider as we continue the study? If so, please tell us:



[illegible]

Name: \_\_\_\_\_

**Address - (**

**Email:****Phone:**

**LEAVE COMMENTS, MAIL OR EMAIL BY NOVEMBER 26, 2018 TO:**

**ITD District 6**  
**ATTN: Megan Stark**  
**206 North Yellowstone Highway**  
**PO Box 97**  
**Rigby, ID 83442-0097**  
**megan.stark@itd.idaho.gov**



October 28, 2018

ITD Project Team,

We are writing to voice our strong opposition to the proposed 81st North exit for the I-15 to US 20 connector. We are aware of the planned Nov 8th meeting and would be there if we were going to be in town. We have had a trip with 2 other neighbors, \_\_\_\_\_ for several months and leave the morning of Nov 8. We are opposed to the 81st North proposal for the following reasons:

1. The section of river the bridge would span is one of the widest parts of the Snake River and would be far more costly.
2. This proposed route would add miles to the route for travelers to Rigby Yellowstone Teton Valley etc.
3. We bought our property because it was peaceful and secluded. The exit would be against our property line.
4. If the gas line that Intermountain Gas owns that is near our north property line and runs under the river has to be re-routed that will add to the expense. Also, per Sharon Nixon there is a natural gas storage tank that would need to be moved. (she has details)
5. We enjoy the wildlife along the river. There are many bald eagle and osprey nests that would be disturbed. We would like to see the results of the environmental impact study on this proposed exit.
6. We support the Osgood farmers in keeping their farm ground intact and farm-able.
7. Our property values would be greatly diminished. How will we be able to re-coup those costs?
7. We and others enjoy sail boarding and sail boating on this stretch of river, this would be eliminated.
6. The best route for the traffic is to stay on US 20 from the original exit. I-15 needs to have lanes added from Broadway to the exit. The bridge over the Snake River needs to be widened to add another lane in both directions.

Copy  
Antonia Zaho  
10/23/2018





## Appendix D

### Power Point Presentation



# Welcome to the I-15/US-20 Connector 81st Street Neighborhood Meeting

**November 8, 2018**

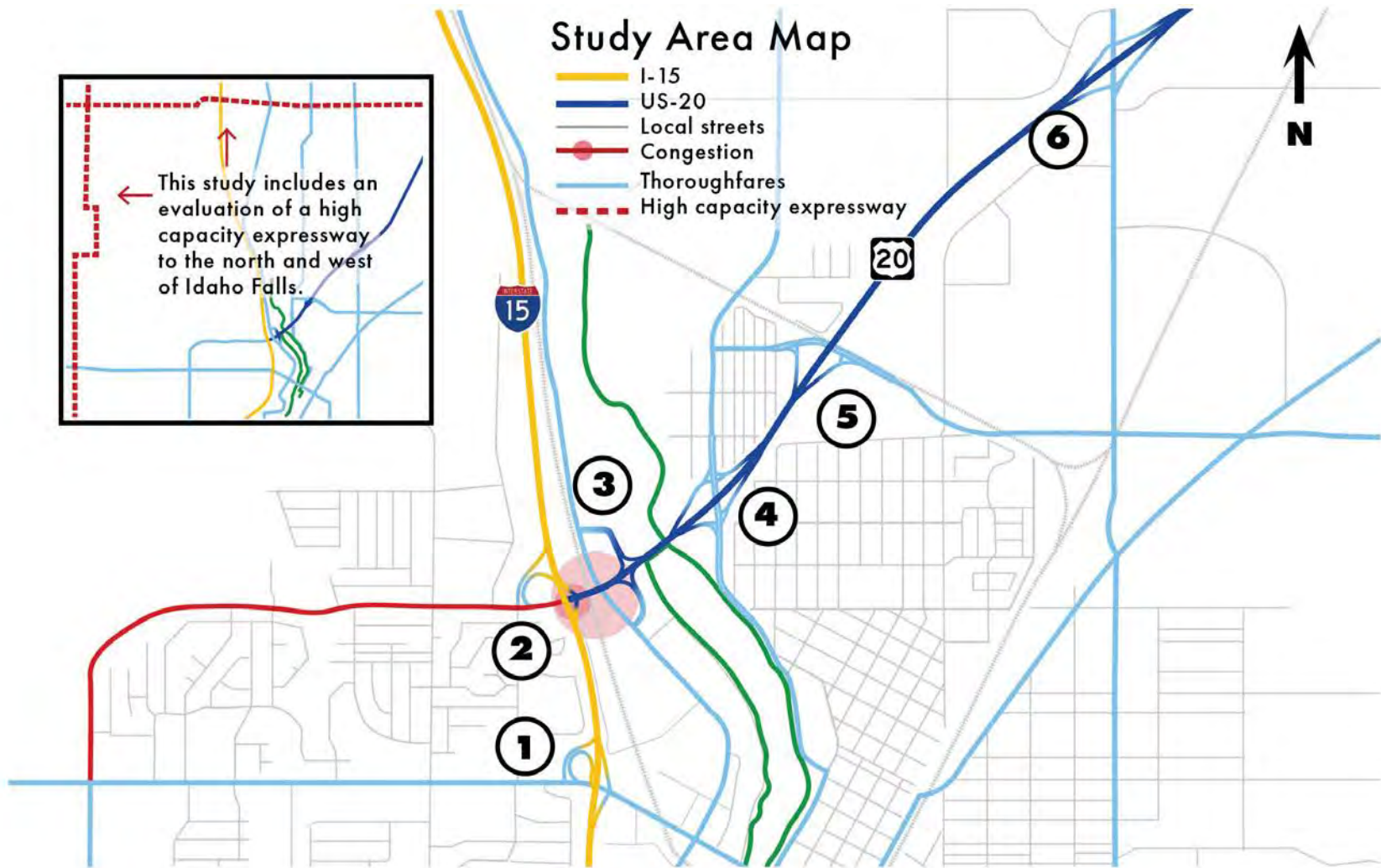


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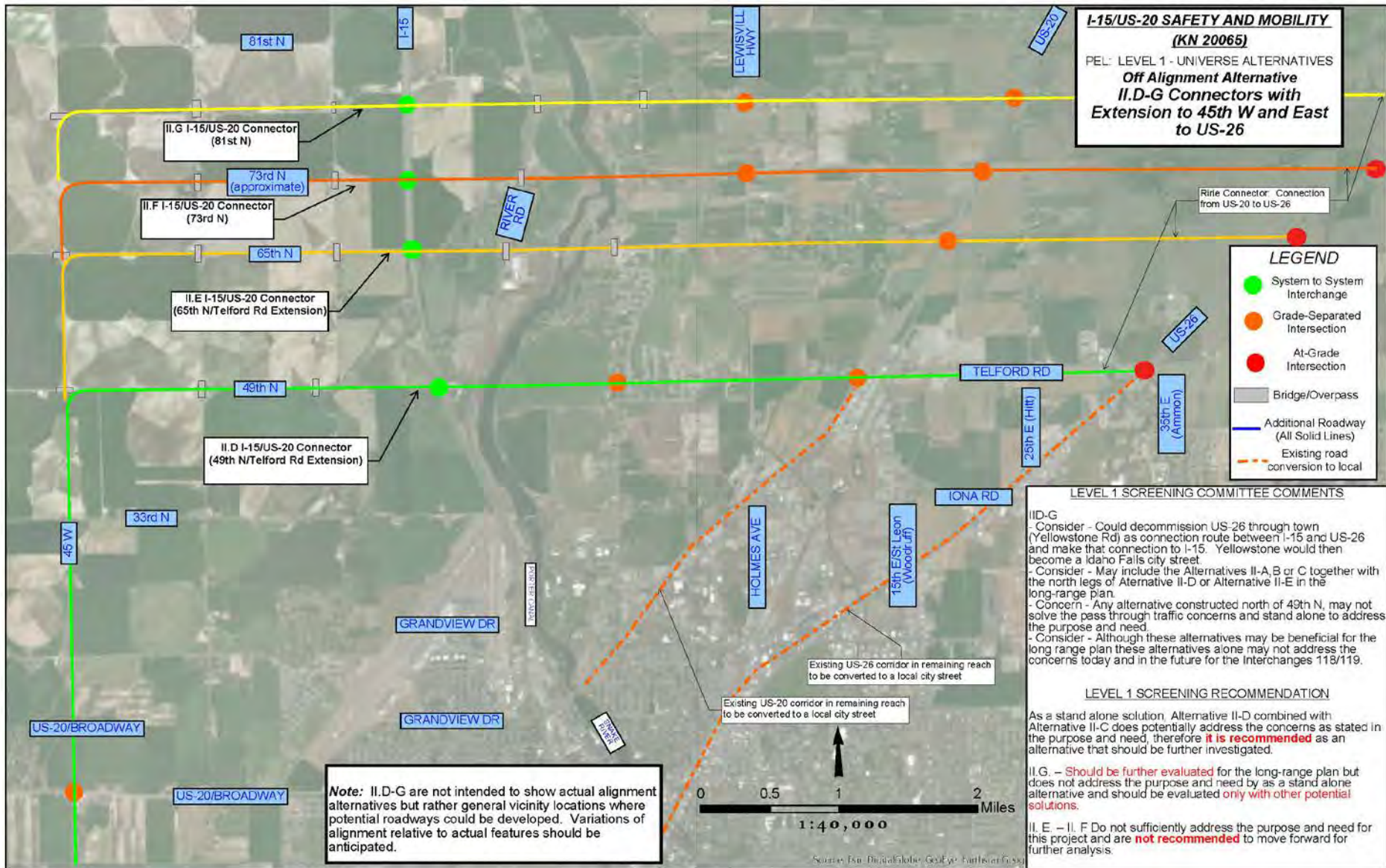
# Project Area



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# Alternative II D-G



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# BMPO Transportation System Alternatives Study

May 2011

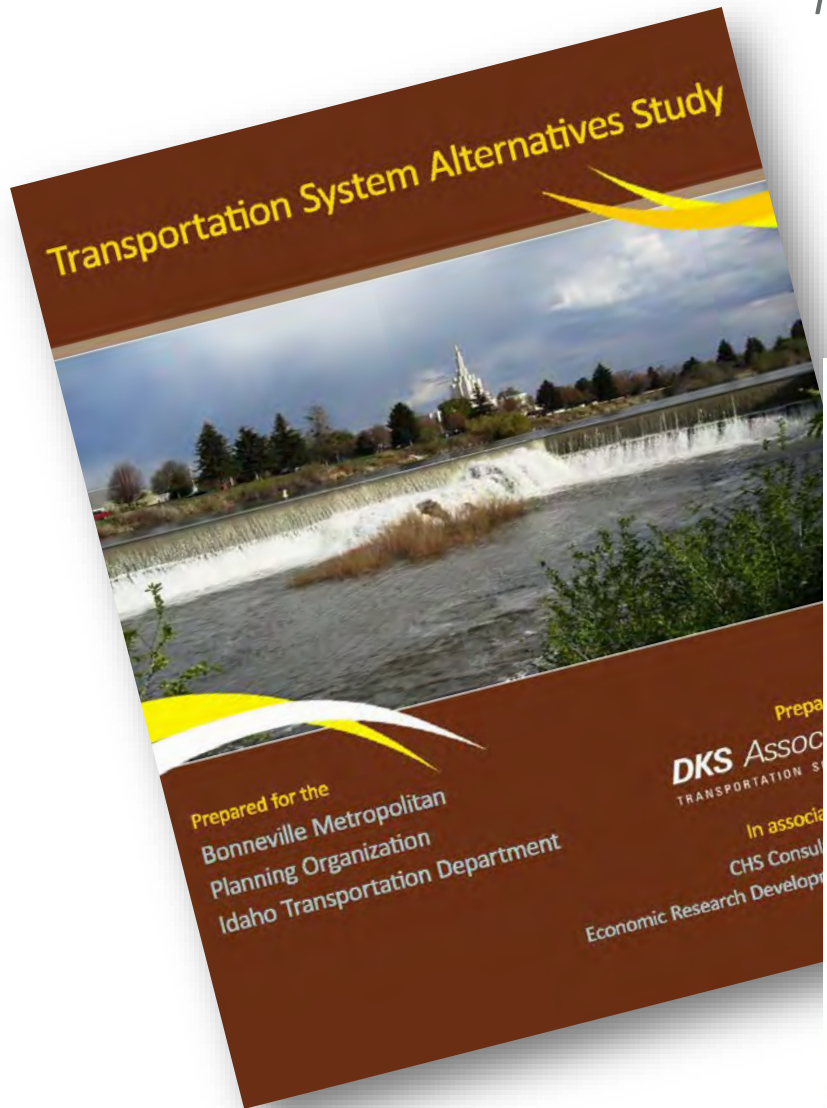
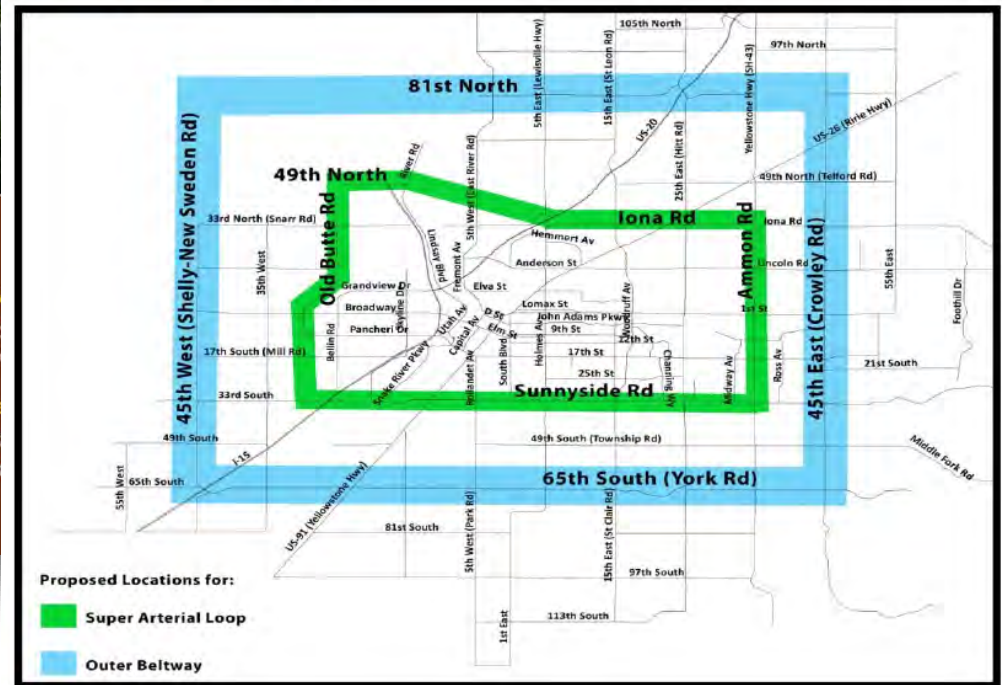


Figure 6-1 Major Beltway Options



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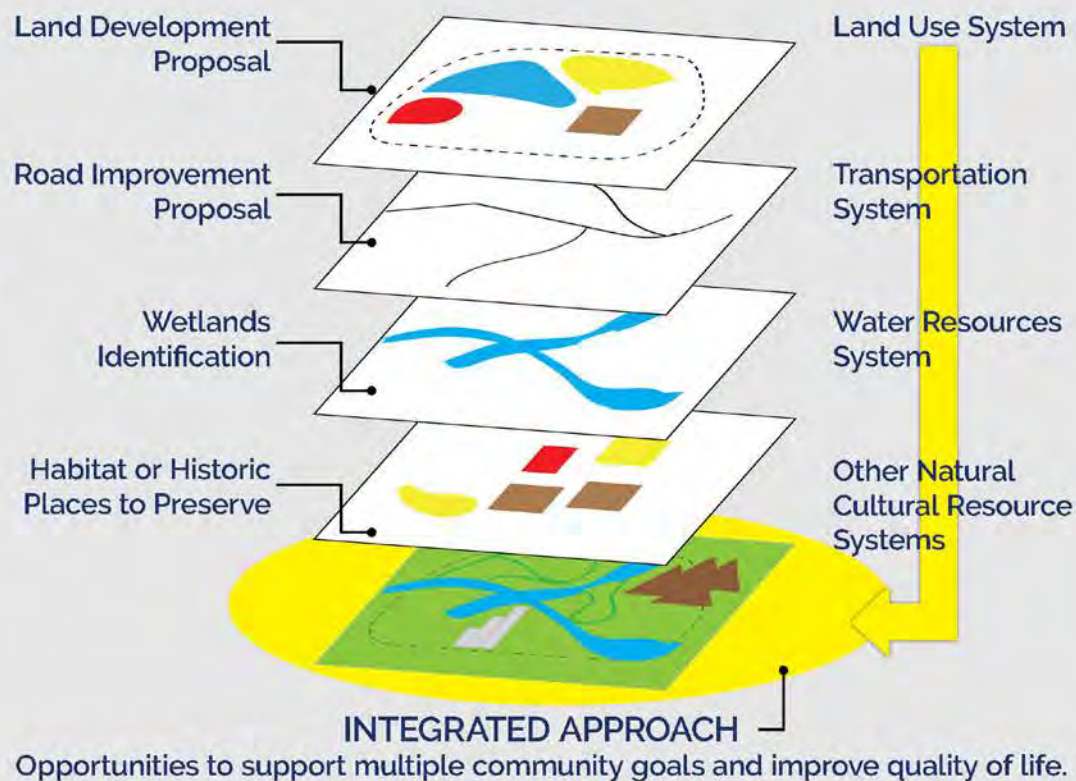
# Planning and Environmental Linkages (PEL) Study

## What is a Planning and Environmental Linkages (PEL) Study?

Transportation planning study outlined by FHWA that identifies:

- Transportation Issues and Priorities
- Environmental Resources and Concerns
- Stakeholder and Public Concerns

The PEL Study follows Federal guidelines in order to confirm that PEL analyses can be used in future NEPA clearance documentation.





# Project Purpose

- The purpose of the PEL study is to identify and analyze improvements to address safety, congestion, mobility and travel time reliability for efficient movement of people, goods and services on I-15 and US-20 in or near Bonneville County and Idaho Falls



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# Project Needs

The PEL will study multi-modal connections and capacity improvements to I-15 and US-20 as well as potential new roadway linkages in order to:

- Address unsafe travel conditions on I-15 and US-20
- Reduce congestion
- Provide pedestrian and bicycle mobility within the I-15 and US-20 corridors
- Address future travel demands forecasts



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# Universe of Alternatives – Level 1





# PEL Schedule



**Collect information about how the project might impact the area.**



**Make data from the PEL environmental study accessible to all.**



**Determine short-, mid-, and long-term improvements as funding becomes available.**



**Develop a solid plan to provide safe and efficient travel for all users.**

Fall 2017 – Spring 2018

Spring – Fall 2018

Fall – Winter 2018/19

Winter 2019

Winter – Spring 2019

Spring – Summer 2019

Summer – Fall 2019

Data collection

Develop alternatives  
and gather public input

Refine alternatives

Gather public input on  
refined alternatives

Prepare report on  
planning study findings

Agency review of  
planning report

Publish planning report

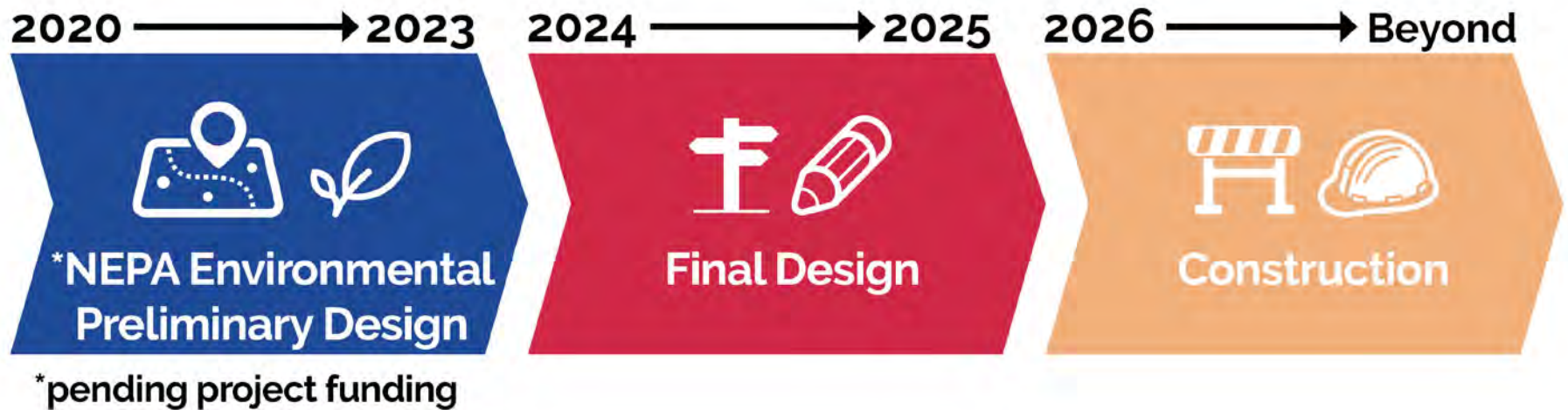


we are here



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# Project Development Schedule



# Public Involvement to Date

Open House #1



CWG Meetings



Open House #2



Additional  
Community Outreach



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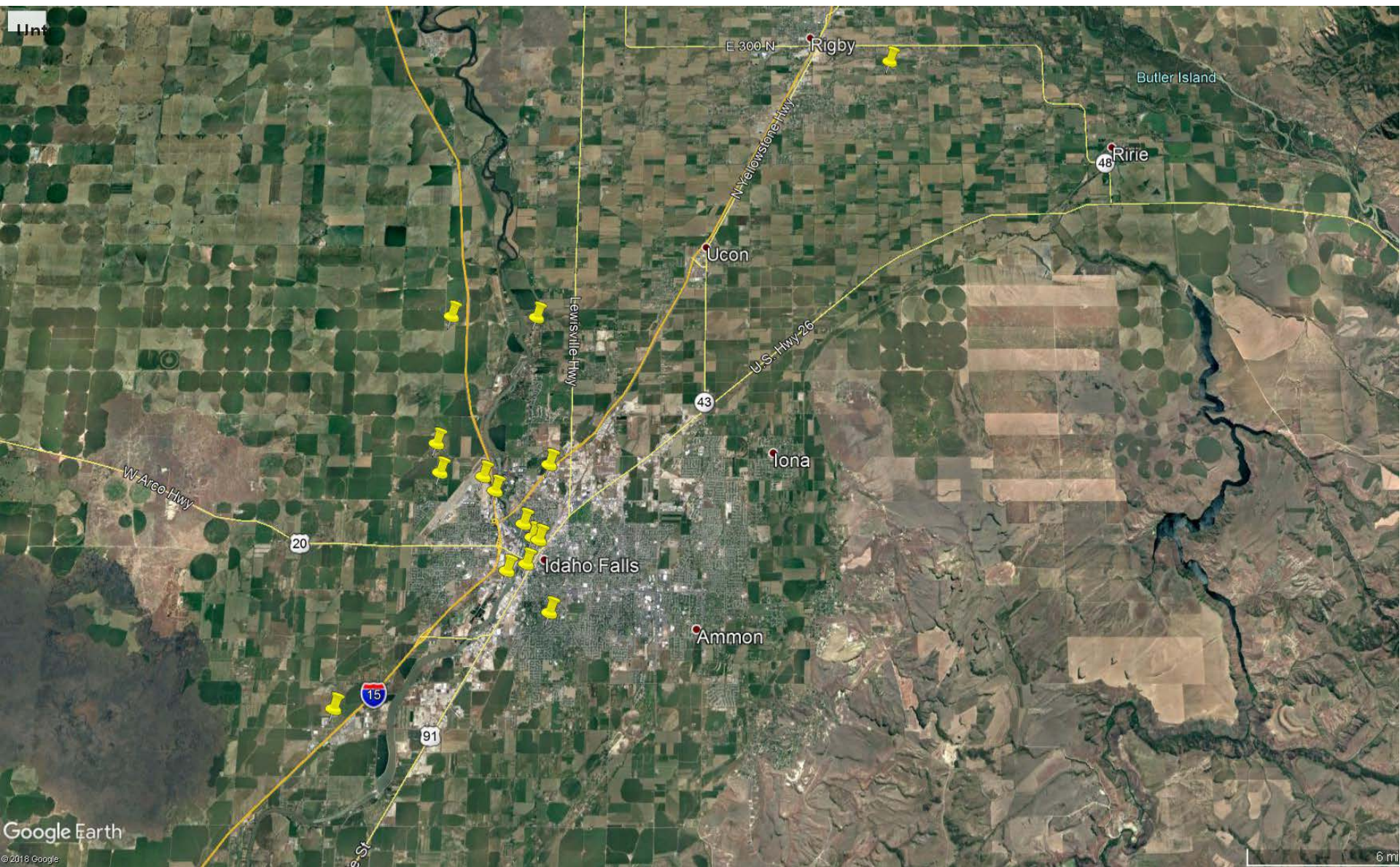
# Community Working Group (CWG)

- Organizations:
  - City of Idaho Falls
  - Idaho Falls Fire Department
  - Idaho Falls Police Department
  - Bonneville County Metropolitan Planning Organization
  - Bonneville County Sheriff's Office
  - Idaho State Police
  - Idaho National Laboratory
  - Regional Economic Development Eastern Idaho (REDI)
- Stakeholders Representing:
  - Trucking
  - Transport
  - Biking/Pedestrians
  - Tourism
  - Developers
  - Home and property owners





# CWG Members



Google Earth

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# Role of the CWG

- Be briefed on major project milestones and provide input before we take materials to the public.
- Serve as advisors to ITD for the Planning and Environmental Linkages (PEL) portions of the process.





# Role of the CWG

- Keep appropriate staff (elected officials, planners, engineers, modelers, etc.) at the respective workplaces, organizations, and public groups you are representing, informed of project progress.
- Serve as an ambassador for the project and its outcomes in the community.



# Continued Public Involvement



## Get Involved

There are several ways to get and stay involved in the I-15/US 20 Connector study:



- Fill out a comment form tonight
- Email us at [I-15US20Corridor@itd.idaho.gov](mailto:I-15US20Corridor@itd.idaho.gov)
- Go to the project website at [itd.idaho.gov/i15-us20](http://itd.idaho.gov/i15-us20) to:
  - » Fill out a comment form
  - » Sign up for email updates
  - » Check our event calendar for community events and future meetings



# Thank You/Questions



Thanks!



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## Notes from Question & Answer Session

(Names omitted to protect privacy)

After the presentation, Stephanie then opened up the floor for comments.

1. **Stakeholder Question/Comment:** After this meeting is all over, I would like to share my ideas to keep the roadway right where it is at, and not affecting all these people. He asked if anyone on the team has looked at that.

**Answer:** A member of the study team stated that suggestions are very welcome and appreciated and offered to look at the handouts and review the website to see some of the alternatives that included keeping the roadway in its current location.

2. **Stakeholder Question/Comment:** I don't understand what the plan is for 81<sup>st</sup> North. A new route would cut off 5<sup>th</sup> west and go through a neighborhood. Is the plan to go through the neighborhood?

**Answer:** ITD stated that the study is at a very high level concept level and design details have not been fully vetted. The universe of alternatives only included someone drawing a line on a map and design decisions have not been investigated. When ITD moves into Level two, the team will analyze the traffic models on these alternatives and get a better understanding of the roadway details.

3. **Stakeholder Question/Comment:** Will we have a chance to state that we do not want anything on 81<sup>st</sup> North?

**Answer:** At the end of this PEL study, ITD will have 2-3 different alternatives that will move forward into the NEPA process. There will be public meetings after the Level two screening and level three screening before ITD has a preferred alternative.

4. **Stakeholder Question/Comment:** It sounds to me like you have made up your mind, and that you already have the funds. That's my fear.

**Answer:** If you look at Idaho Transportation STIP, there is no project to construct a new route on 81<sup>st</sup>, 73<sup>rd</sup>, or any alternative. This is only a study, and is the process to find the best solution. This process along with NEPA process requires public involvement, and without your help, ITD cannot proceed with this project.

5. **Stakeholder Question/Comment:** I am interested in the criteria that you used to make your initial alternative selection. How was it weighted? I haven't seen anything like that on the website. I would like to see all your documents in written form so that we can all study it. Is it available and can you post it to your website.

**Answer:** The team presented the evaluation criteria at the last meeting and it is available criteria is located on our website. As ITD goes through the process, reports containing all the findings for that particular level will be available to the public. The level one report will be in written form, and contain the evaluation criteria and how each option was reviewed and scored. This report is still in draft and not available yet but the team plans to have that completed soon. The consultants are compiling all the information received at the meeting in September and then ITD reviews the document and the FHWA will then review it, and all that takes time.



6. **Stakeholder Question/Comment:** Has the State of Idaho indemnified the consultants on this project? If you don't know what that means you should check with your attorneys.  
**Answer:** The team declined to discuss contracts or indemnification in this forum.
7. **Stakeholder Question/Comment:** I looked at the website and I cannot find any of the alternatives that were ruled out.  
**Answer:** All the alternatives should be on the website and the team will check to ensure that they are there.
8. **Stakeholder Question/Comment:** This meeting is not on your website calendar. Why?  
**Answer:** A team member stated that no notification was given for this meeting at the request of the neighborhood organizer, Sharron Nixon. Sharon stated that the meeting was only for people in the neighborhood because they did not want the entire community attend. They wanted to focus on 81<sup>st</sup> Street and the 80 families who live there.
9. **Stakeholder Question/Comment:** I was online and noticed that the sign-in sheet with cell phone numbers from the meeting in September were listed on the site.  
**Answer:** Those should have been redacted and the team will do so immediately.
10. **Stakeholder Question/Comment:** There is an easement for Intermountain gas for a large transfer station. Have you contacted intermountain gas?  
**Answer:** It is still very early in this processes and the team has asked all the utilities to tell us where their existing facilities are located. ITD has not identified how and where they should move because we have not identified any design details.
11. **Stakeholder Question/Comment:** If the preferred alternative is near 81<sup>st</sup> north, does ITD purchase the required homes and farms. What is the process?  
**Answer:** When the NEPA Document is complete and an alternative is selected, ITD will determine the right-of-way that is needed. ITD then meets with property owners and show them the project and why we need this area. The property is appraised and the purchase is negotiated with the property owner.
12. **Stakeholder Question/Comment:** Can someone refuse to sell?  
**Answer:** If someone refuses to sell, then ITD moves into eminent domain, but this is a last resort.
13. **Stakeholder Question/Comment:** I received a flier which titled I-15/US 20 Connector, and since that was nowhere near me, I dismissed it. Some stated that ITD will only purchase what the road is on, and not adjacent. Correct?  
**Answer:** If ITD has to purchase only a piece of farm land and the remainder is no longer farmable, ITD would purchase the entire farm.
14. **Stakeholder Question/Comment:** Who determines if a piece of land is usable and not usable?  
**Answer:** That's all determined in the negotiations when trying to purchase the property. However, in the past, ITD has been very generous to the land owners.



**15. Stakeholder Question/Comment:** What would be the benefit (of a project) to our neighborhood?

**Answer:** A project of this magnitude is required to benefit the community as a whole and not just in one area. The benefit would be that congestion would be lessened and ped/bike users will have better access and facilities.

**16. Stakeholder Question/Comment** This will not benefit anyone that lives where this route.

**Answer from another stakeholder in the audience:** That's not true. I almost got rear-ended on I-15 because the ramp was backed up onto the freeway. I understand that we do not want to have this road on our land but someone will be impacted, and ITD is trying to find a solution. The problem that I have is that one light on the 119 NB off-ramp and I feel that there are options at the existing location that remedy this problem. Also I would like to see more train system instead of building roads.

**17. Stakeholder Question/Comment:** How many lanes would you build on 81<sup>st</sup> North?

**Answer:** This is most likely going to be a phased project. There could be a short term solution which could include modifications at the existing interchanges and then a long range solution, which could include new highways. Right now, ITD is trying to determine the connections that need to be made. The study is not at the stage yet to determine the design details of any solution.

**18. Stakeholder Question/Comment:** Thank you for getting us involved. I looked at the map and it seems like all those on the community working group are south of us. We would like to know who we can talk to that is on this community working group. Also four miles north is the Osgood interchange which is also a good route and why would this not included.

**Answer:** The role of the CWG is to represent community interests and ITD will put the member's names and contact information on the project website. As for Osgood, ITD has a representative on the CWG and we are told the community does not want an alternative in that location.

**19. Stakeholder Question/Comment:** I talked to intermountain gas they stated that they have not heard of the project. Also, this is an Idaho Falls problem. Fix it down there and leave us alone.

**Answer:** Intermountain gas is a large company and our team would like to find out who you are talking to so that we can talk to them directly. We have talked to Intermountain Gas and because there is no solution at this time, we have not asked any utilities to relocate. This effort is to look at the big picture, especially now that the economy has picked up and there is a grown in the area. The study must look at the current and future needs and ITD has not determined the solution at this point.

**20. Stakeholder Question/Comment:** We are a growing community. We can fight growth or we can help with the solution. This project will not occur until 2026 and we are talking about it now, so let's help and not fight.

**21. Stakeholder Question/Comment:** I'm sure that you are getting a lot of comments that state "Anywhere but my road". However, will a less populated road affect your decision in selecting an alternative? Also, would a more populated road that sends in more concerns affect your decision as to which alternative is selected?





**Answer:** No it does not. The criteria that is used includes items like safety, congestion relief, and bike/ped connections. ITD does not use the number of parcels that need to be acquired or the amount of land that is needed as the only deciding factor.

- 22. Stakeholder Question/Comment:** Will this road run along the ground or will it be elevated. The concern is whether big trucks will be driving down 81<sup>st</sup> near where children are playing in the yard.

**Answer:** Those design details have not be determined at this time. ITD has a lot of analysis to complete before the team can determine those details. Sometimes when improvements are made, the problem is moved just down the line to the next interchange. ITD must look at the whole system in order to decide on an alternative.

- 23. Stakeholder Question/Comment:** What is the width of US-20 from border to border? Will it be two lanes, four lanes, a freeway with interchanges, traffic signals?

**Answer:** Currently, US-20 varies between 150 and 200 feet from fence to fence. At this time ITD does not have any lane configuration or intersection/interchange types. Those design details have not be determined at this time. ITD has a lot of analysis to complete before ITD can get to that level of design

- 24. Stakeholder Question/Comment:** Relocating people, gas lines, and purchase of land will affect the cost of the project. How is cost played into this project?

**Answer:** Cost is weighed against the benefit that the project will bring.

- 25. Stakeholder Question/Comment:** This project will not be constructed until 2026. Who is looking at the congestion that is occurring now?

**Answer:** ITD is looking at some short term solutions that could relieve congestion and improve safety. We have adjusted the signal timing to give more time to the ramp and to hopefully prevent the queues from backing up onto the freeway.

- 26. Stakeholder Question/Comment:** This is an idea, could US-20 interchange be moved south so that I-15 and US-20 can parallel each other before US-20 turns towards Rigby? Why can't a new road be placed in a new location where there is no road today?

**Answer:** It doesn't have to go down an existing road. The alignment can be moved to the south or north in any of these options. What the map shows is more the connections as opposed to the where the roadway will be located. The roadway could vary up to a ½ mile. There is an option for 73<sup>rd</sup>, where no road exists at this time. In May the team showed a large sweeping area in an attempt to not define the location of the roadway. People then asked why ITD needs a road that is 10 miles wide. For tonight's meeting and for the September open house, the team narrowed the locations and labeled them by their county designation. The suggestion to shift the proposed alignment is, however, we are not even close to making those decisions yet.

- 27. Stakeholder Question/Comment:** The slide (in the presentation) also shows connection to US-26. Can I have a copy of this slide?

**Answer:** Yes and this slide is available on the project website. The 2011 study identified two belt routes around Idaho Falls and that also includes connection to US-26 which is also important for



motorist that are heading to Jackson. Specifically, truck traffic has to travel through Idaho Falls to get to Jackson.

- 28. Stakeholder Question/Comment:** I need to know if I should improve my property, should I sell it. Just by having that 81<sup>st</sup> identified as a possible route affects what I do now. I would like to question your timeline. Do I have to worry about this for 10 years? I want to know now so that I can move on with my life.

**Answer:** Unfortunately, ITD required to follow this process and must follow the proper steps. We understand and know that people will be affected regardless of the option that is chosen. We cannot speed that timeline up because ITD must look at environmental resources, traffic flow and safety benefits; and that takes time.

- 29. Stakeholder Question/Comment:** Idaho Falls is expanding to the South and to the East, why are you looking at expanding to the north and to the west?

**Answer:** The 2011 study did identify routes to the south and to the east. The City of Ammon and Bonneville County are the jurisdictions that would take the lead to make those improvements. Since I-15 and US-20 are on the state route system and that is why we are concern in this area.

- 30. Stakeholder Question/Comment:** Could a previous option that was eliminated in a previous screening be revived and reviewed if another option is eliminated?

**Answer:** This PEL process is guided by FHWA (the Federal Highway Administration) and is there to assist and streamline the NEPA (National Environmental Policy Act) process. When ITD completes the PEL process, the hope is to have identified all those issues so the team would not have to revive a previous alternative. There is always a possibility that an alternative is changed or modified as analysis is performed.

- 31. Stakeholder Question/Comment:** Alternative 2G stated that they should be moved forward only considered with other possible solutions. What's wrong with 2G and why does it need other possible solutions.

**Answer:** ITD knows that the connection between US-20 and I-15 has to be fixed. Just constructing an outer beltway will not fix the localized problems at the US-20 and I-15 intersection.

- 32. Stakeholder Question/Comment:** How many people are exiting I-15 and going to Rigby and Rexburg? I see most people that are just going over the river to get off in Idaho Fall.

**Answer:** The team created a travel demand model that will continue to evaluate the traffic that includes determining their origin and destination.

- 33. Stakeholder Question/Comment:** When did you perform your study?

**Answer:** ITD has traffic information from the summer, fall and winter, and we have traffic models that help normalize the numbers. Trends in the data show us that traffic fluctuated between the seasons.



**34. Stakeholder Question/Comment:** Why would anyone go to 81<sup>st</sup> North and not take US-20 at 119?

**Answer from stakeholder in the audience:** I would take a route with less traffic, even if it was longer.

**35. Stakeholder Question/Comment:** In California, there were three new freeways built and none of the homes near the freeways can sell. If I sell my house now, do I have to disclose that 81<sup>st</sup> is a potential new freeway?

**Answer:** That is a question best asked of a realtor.

The team thanked everyone for coming and request that everyone sign in if they haven't already done so.





## Appendix F

### Project Displays

# Welcome to the I-15/US-20 Connector Open House!



The goal of the meeting is to share concept-level alternatives and gather your feedback on those alternatives.

Please view the display boards, talk with the project team, and fill out a comment form.

You can also fill out a comment on the website using this QR code or by going to <http://i15us20connector.com> and choosing the Get Involved tab.





# Background

Constructed in the 1950s and 60s, the six interchanges are in need of updating to improve safety, mobility, and economic opportunity.

ITD, the City of Idaho Falls, and Bonneville County are working together on a plan for improving these existing facilities and are seeking your input to develop community-based solutions.

## The safety and mobility study includes six interchanges:

**1**

I-15, Exit 118,  
Broadway St.,  
Historic Downtown



**2**

I-15, Exit 119,  
US-20,  
Grandview Dr.



**3**

US-20, Exit 307,  
Lindsay Blvd.



**4**

US-20, Exit 308  
Riverside Dr.  
/City Center



**5**

US-20, Exit 309  
Science Center Dr.



**6**

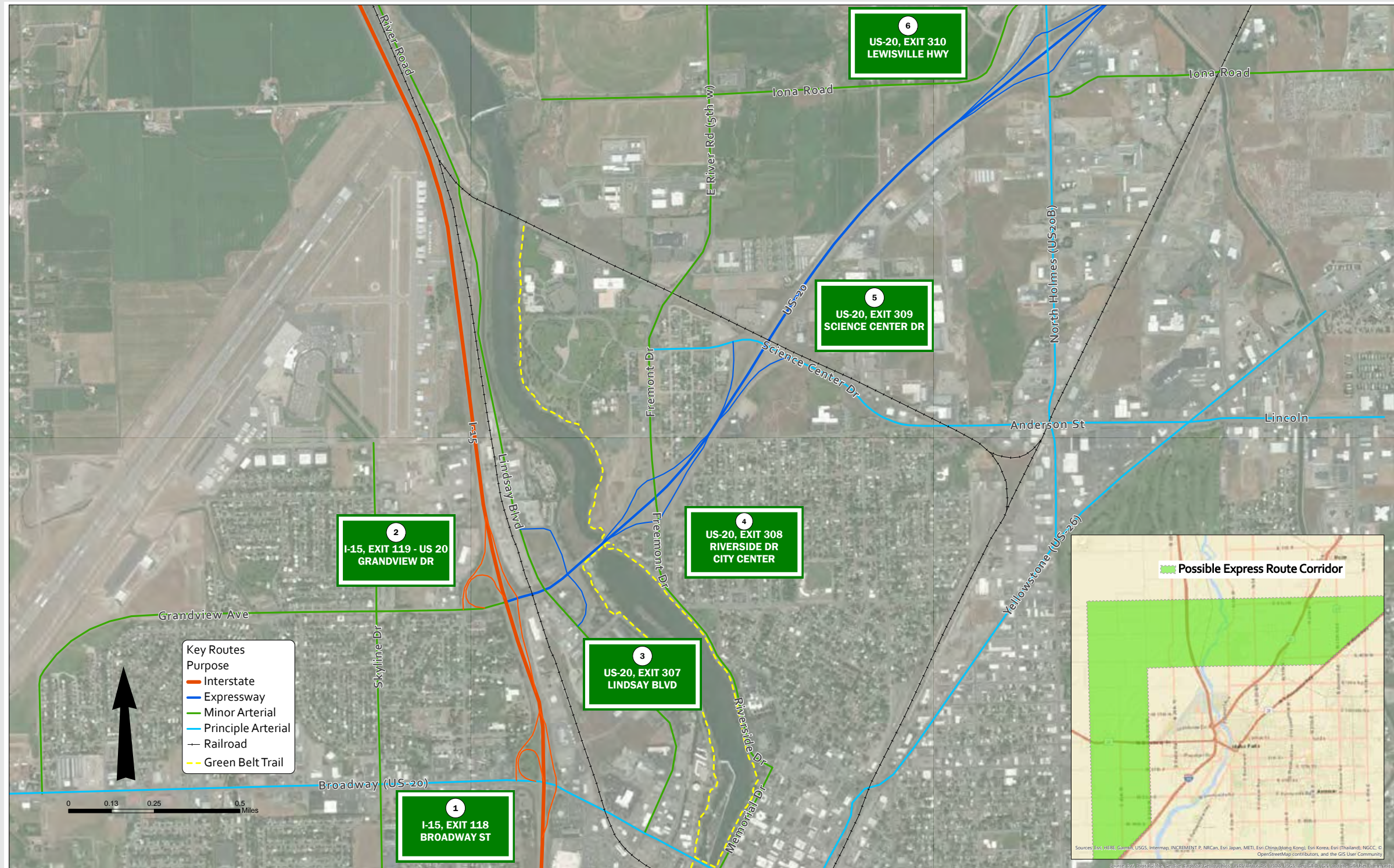
US-20, Exit 309  
Science Center Dr.







# Area Map







# PEL Study

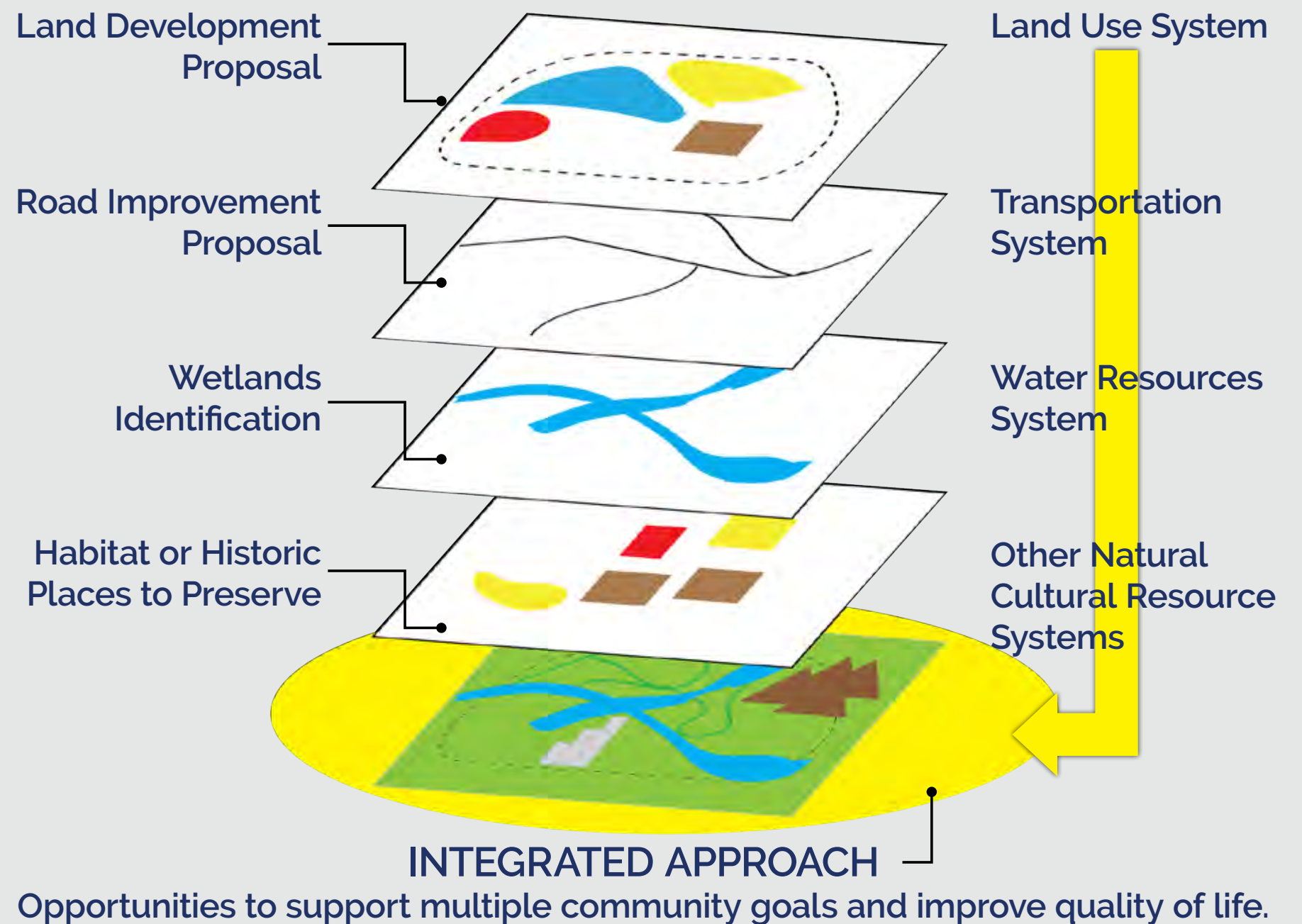
## Planning and Environmental Linkage Study

### What is a Planning and Environmental Linkages (PEL) Study?

Transportation planning study outlined by FHWA that identifies:

- Transportation Issues and Priorities
- Environmental Resources and Concerns
- Stakeholder and Public Concerns

The PEL Study follows Federal guidelines in order to confirm that PEL analyses can be used in future NEPA clearance documentation.





# Purpose & Need

## Purpose

The purpose of the PEL study is to identify and analyze improvements to address safety, congestion, mobility and travel time reliability for efficient movement of people, goods and services on I-15 and US-20 in or near Bonneville County and Idaho Falls.

## Project Needs

The PEL will study multi-modal connections and capacity improvements to I-15 and US-20 as well as potential new roadway linkages in order to:

1. Address unsafe travel conditions on I-15 and US-20
2. Reduce congestion
3. Provide pedestrian and bicycle mobility within the I-15 and US-20 corridors
4. Address future travel demand forecasts



**Safety**



**Bike & Ped**



**Congestion**



**Travel  
Demand**





# Level of Service

	Level of Service	Flow Conditions	Technical Descriptions
<div>Best</div> <div>↑</div> <div>↓</div> <div>Worst</div>	A		Highest level of service. Traffic flows freely with little or no restrictions on maneuverability. <div>No Delays</div>
	B		Traffic flows freely, but drivers have slightly less freedom to maneuver. <div>No Delays</div>
	C		Density becomes noticeable with ability to maneuver limited by other vehicles. <div>Minimal Delays</div>
	D		Speed and ability to maneuver is severely restricted by increasing density of vehicles. <div>Minimal Delays</div>
	E		Unstable traffic flow. Speeds vary greatly and are unpredictable. <div>Minimal Delays</div>
	F		Traffic flow is unstable, with brief periods of movement followed by forced stops. <div>Significant Delays</div>

Source: 2000 HCM, Exhibit 21-3, Speed-Flow Curves with LOS Criteria for Multi-Lane Highways.

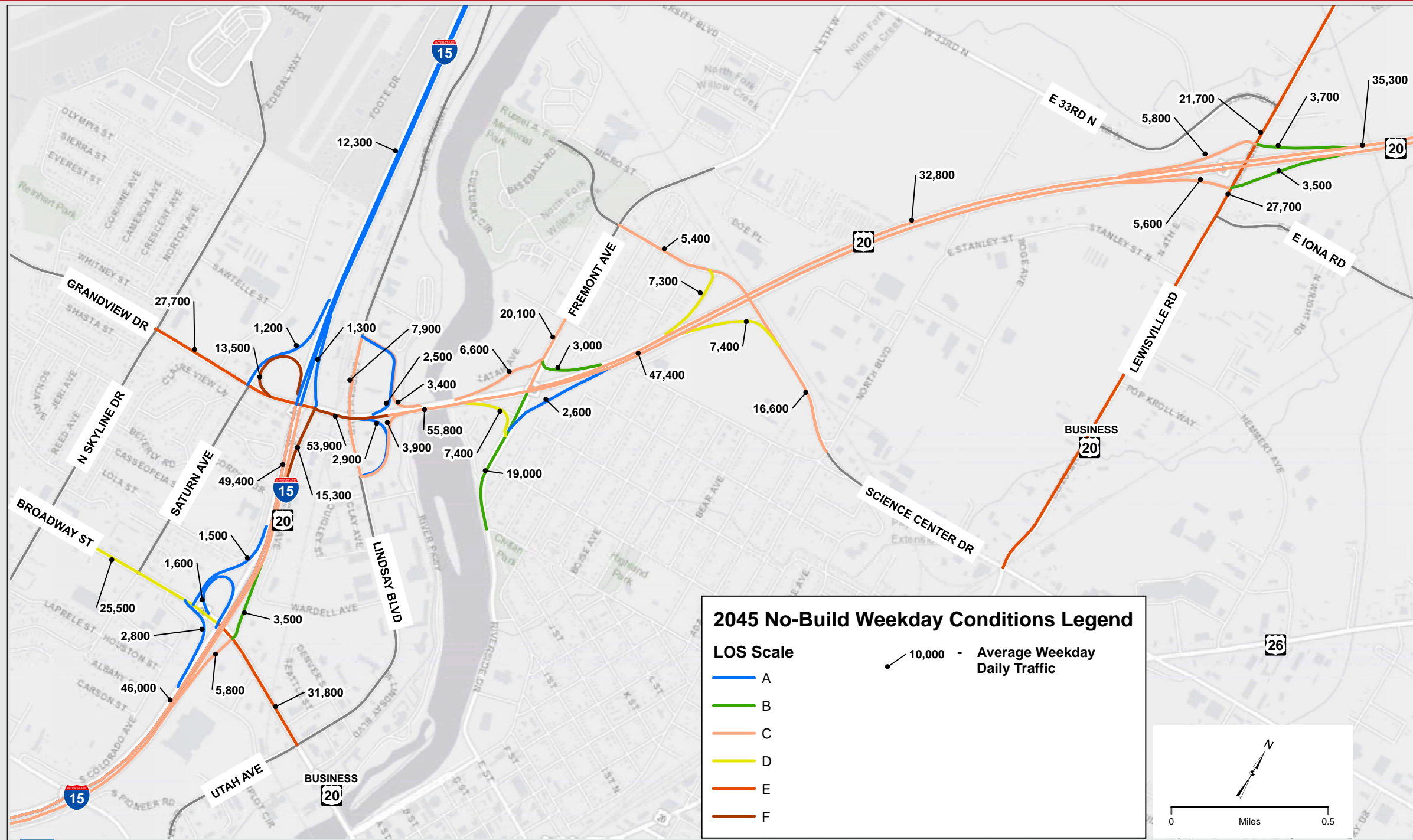
The concept of level of service (LOS) was developed to quantify traffic delay data to descriptions of traffic performance. LOS is defined by six designated ranges, from “A” (best) to “F” (worst), used to evaluate performance, and is similar to grades in school.



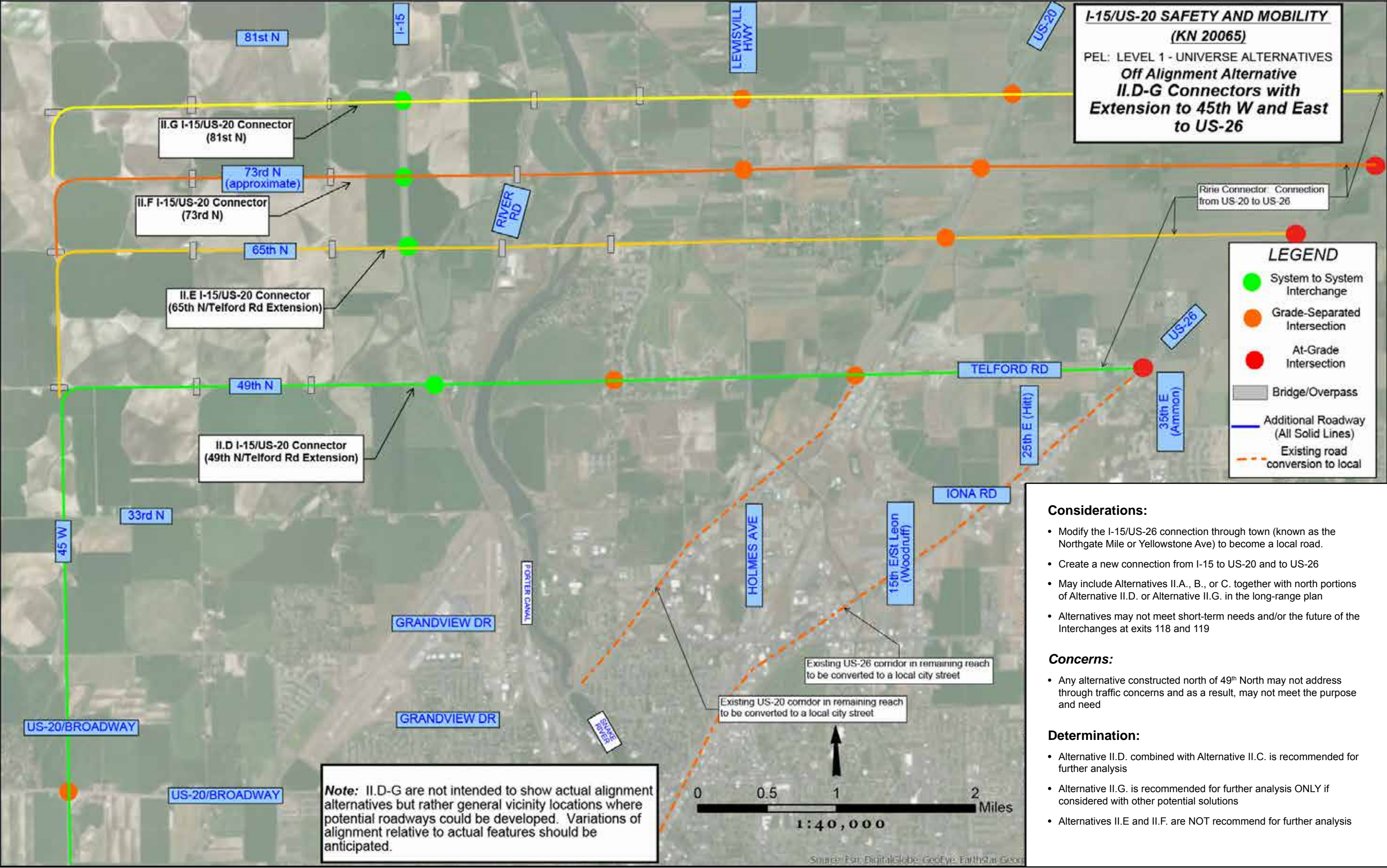




# 2045 No-Build Weekday Conditions





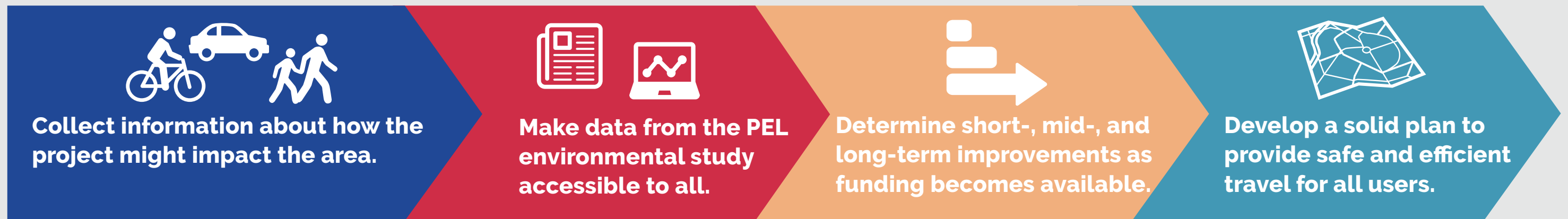






# Project Schedule

The first step will be a planning and environmental study which is expected to take about 18 months. There are four major goals for this study:



★ We Are Here



# Get Involved

There are several ways to get and stay involved in the I-15/US 20 Connector study:



Fill out a comment form tonight

Email us at **I-15US20Corridor@itd.idaho.gov**

Go to the project website at **i15us20connector.com** to:

- » Fill out a comment form - comments are due by September 19, 2018
- » Sign up for email updates
- » Check our event calendar for community events and future meetings

Follow ITD on Facebook and Twitter and YouTube!

